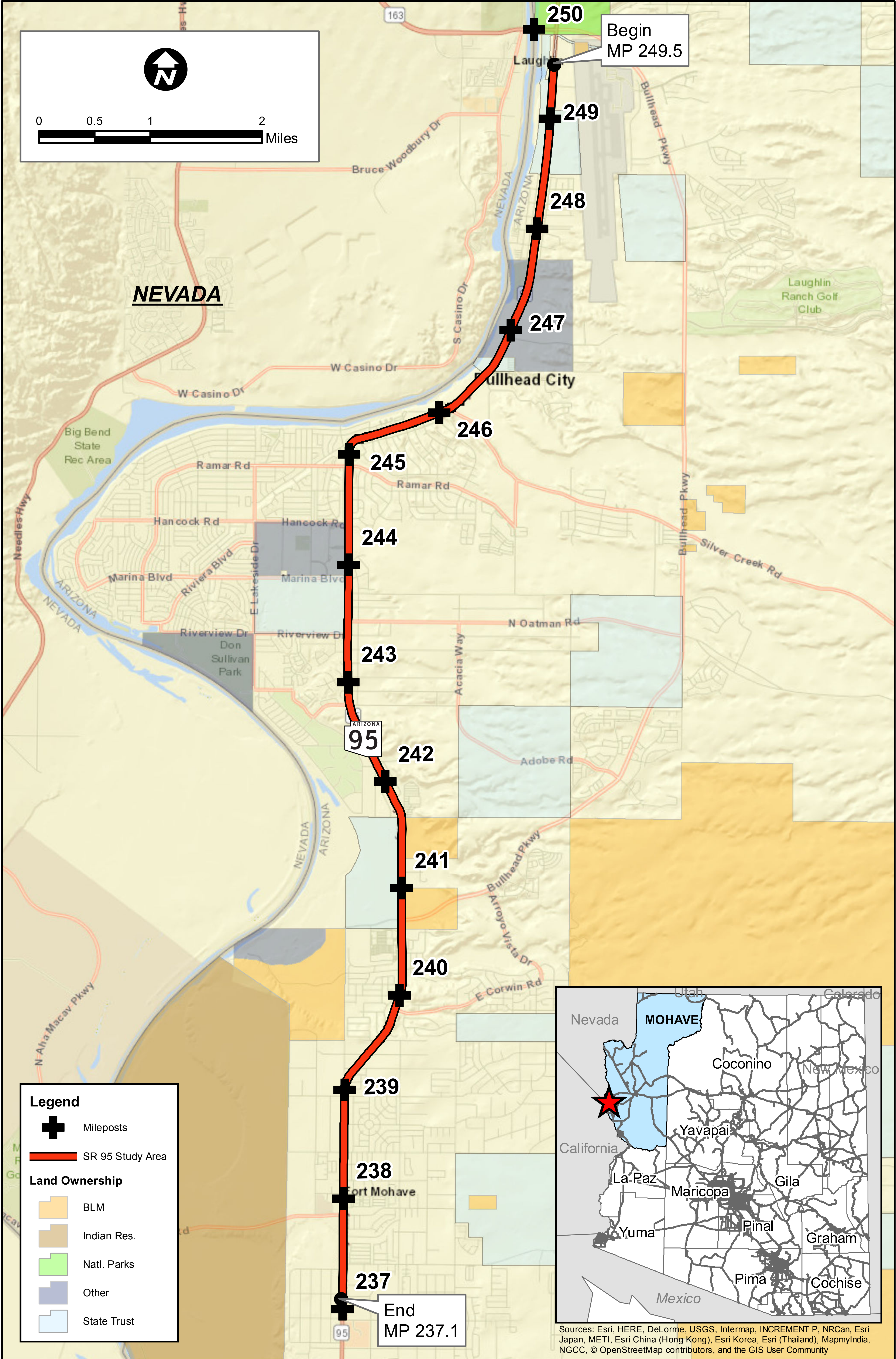




STATE ROUTE 95

AVIATION WAY TO TELLER ROAD TRANSPORTATION STUDY

STUDY AREA





CRASH SUMMARY

AVIATION WAY TO TELLER ROAD

Crash Summary			
Location	Fatal Crashes	Incapacitating Crashes	Total Crashes
Teller Road to Valencia Road	6	33	339
Valencia Road to S. Bullhead Parkway	3	6	185
S. Bullhead Parkway to Marina Boulevard	7	7	424
Marina Boulevard to Hancock Road	0	5	178
Hancock Road to Ramar Road	0	4	139
Ramar Road to Club House Drive	0	3	65
Club House Drive to Plata Drive	0	2	87
Plata Drive to Silver Creek Road	0	3	99
Silver Creek Road to Rancho Colorado Boulevard	1	2	40
Rancho Colorado Boulevard to 3 rd Street	0	4	98
3 rd Street to 7 th Street	1	3	73
7 th Street to Aviation Way	3	1	81
Aviation Way to N. Bullhead Parkway	0	0	78

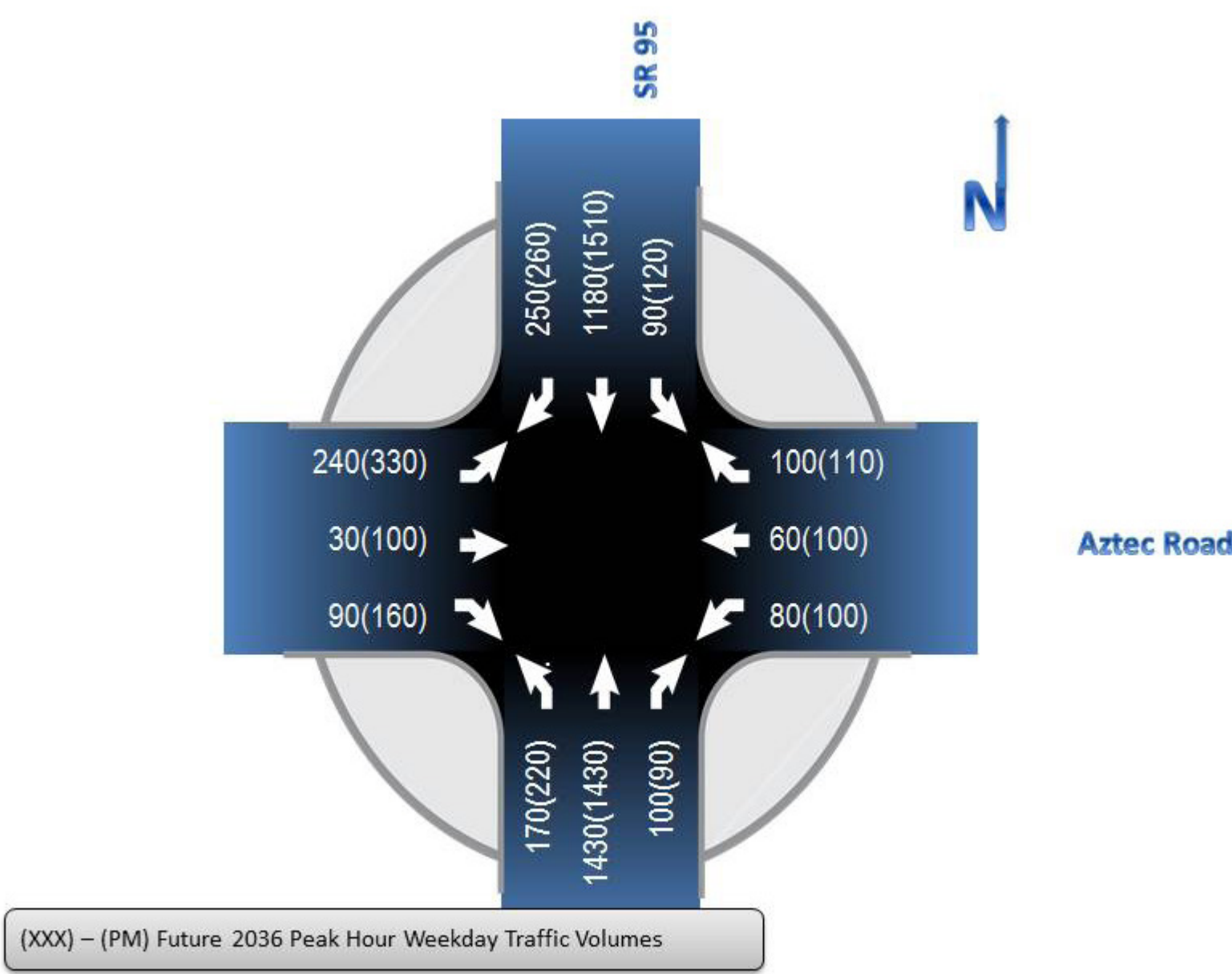
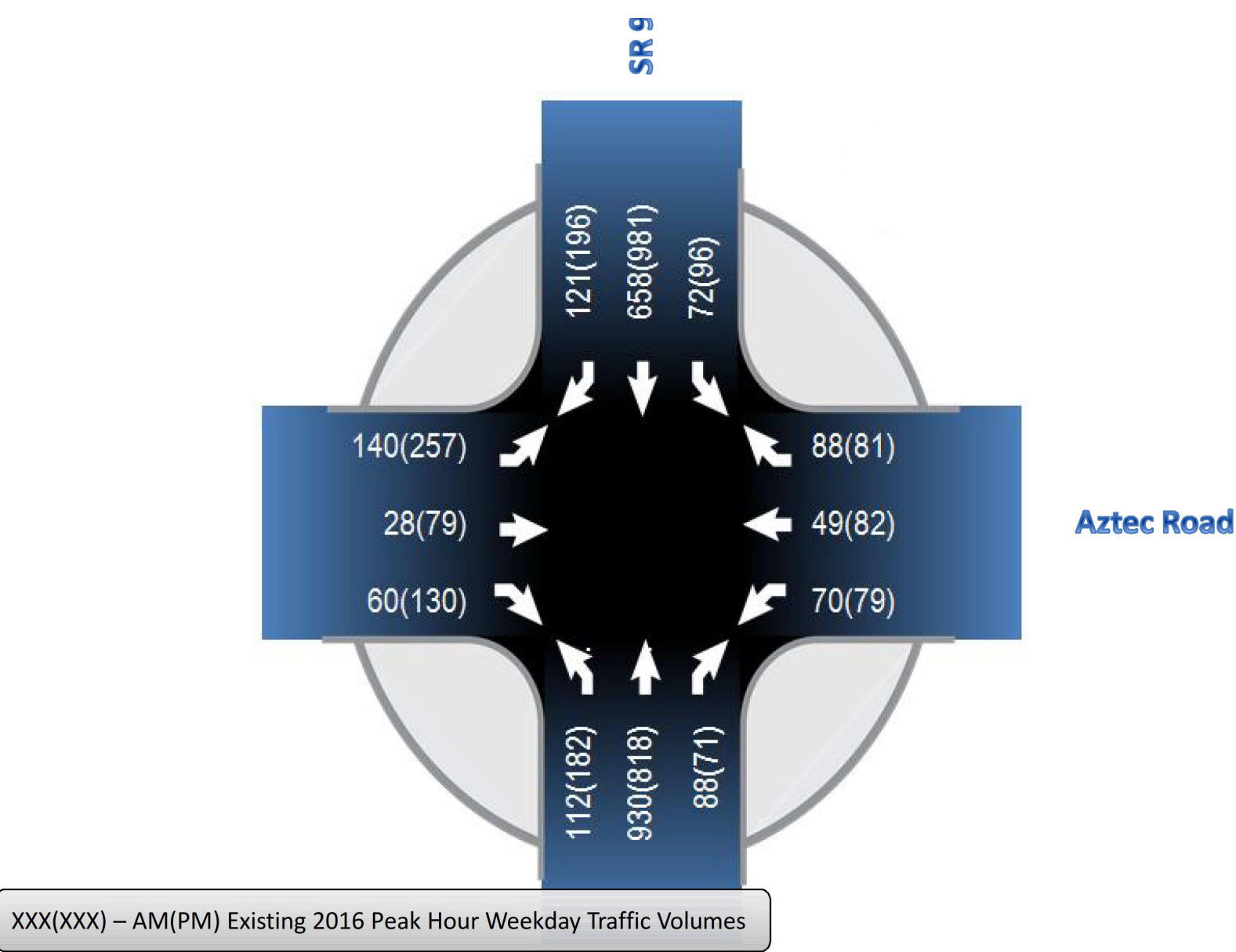
Fatal Crash Locations – Segments						
Segment	Fatal Crashes	Incapacitating Crashes	Total Crashes	Length (miles)	Fatal Crashes/ Mile	Total Crashes/ Mile
7 th Street to Airport Center Drive	3	0	18	0.81	3.7	22.2
Valencia Road to Long Avenue	3	6	77	1.44	2.1	53.5
Teller Road to El Rodeo Road	1	1	5	0.32	3.1	15.6
Silver Creek Road to Rancho Colorado Boulevard	1	0	13	0.40	2.5	32.5
3 rd Street to 7 th Street	1	0	46	0.51	2.0	90.2
Aztec Road to Camp Mohave Road	1	7	82	0.56	1.8	146.4
Mohave Drive to Riverview Drive	1	2	41	0.63	1.6	65.1
S Bullhead Parkway to Meadows Drive	1	1	62	1.43	0.7	43.4

- Of the total 1,886 crashes on the corridor between 2012 and 2017, 1,221 (65%) occurred at intersections
- The corridor has a high percentage of rear-end (49%) and left-turn (20%) collisions, which are common at intersections and driveways
- The Teller Road to Valencia Road segment – which contains the Aztec intersection – has more fatal and incapacitating crashes (39) than any other segment
- The fatal crash rate in the study area is more than double the statewide average



STATE ROUTE 95/AZTEC ROAD INTERSECTION

EXISTING AND FUTURE OPERATIONS



2016 Turning Movement Volumes

2036 Turning Movement Volumes



Existing Configuration with Protected Left-Turns

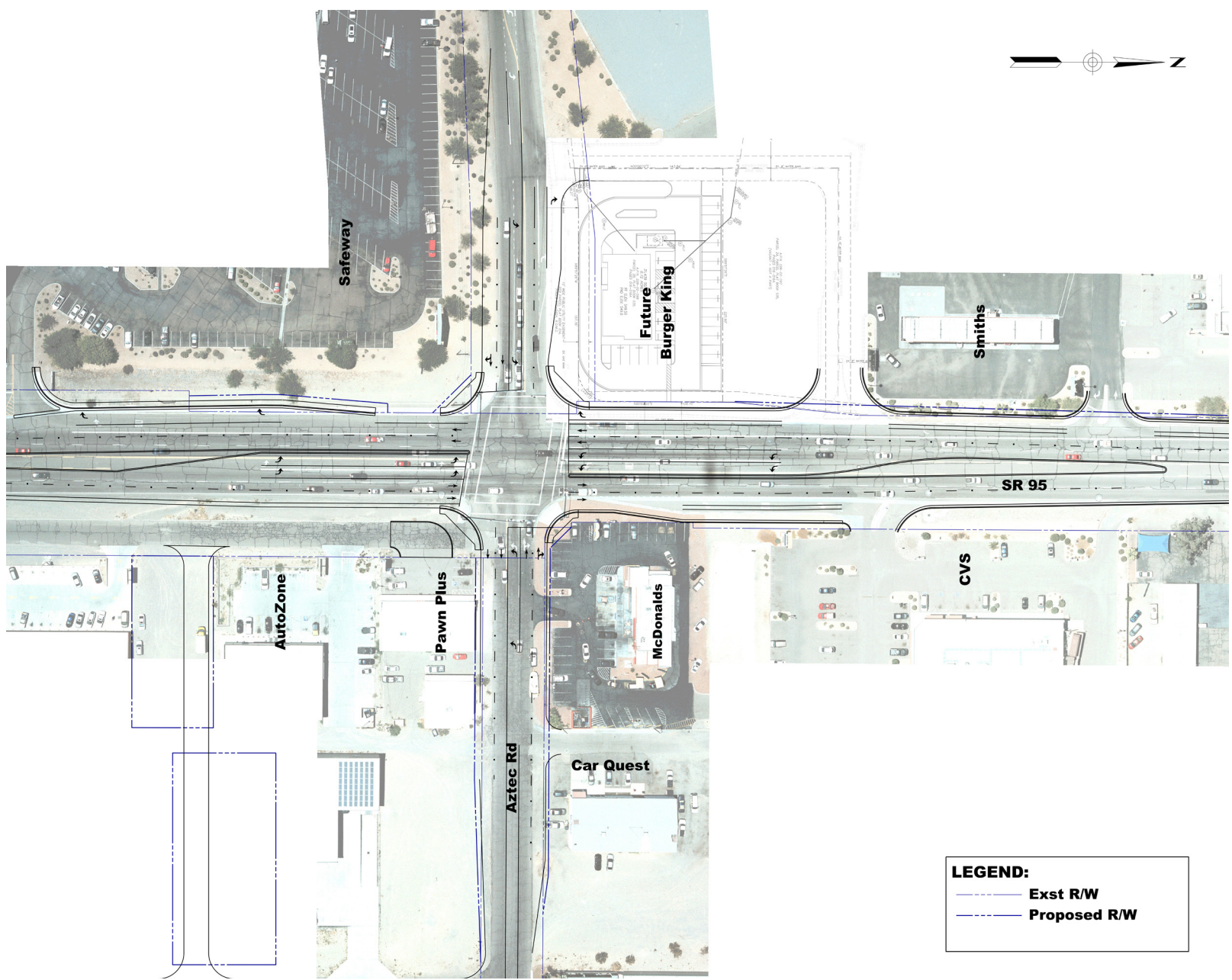
2016 Existing

	Delay (sec)	LOS
AM Peak	19.7	B
PM Peak	23.6	C

2036 No-Build

	Delay (sec)	LOS
AM Peak	62.7	E
PM Peak	66.3	E

Existing Configuration with Protected Left-Turns



Fully Built-Out Signalized Intersection
*This option is unfunded.

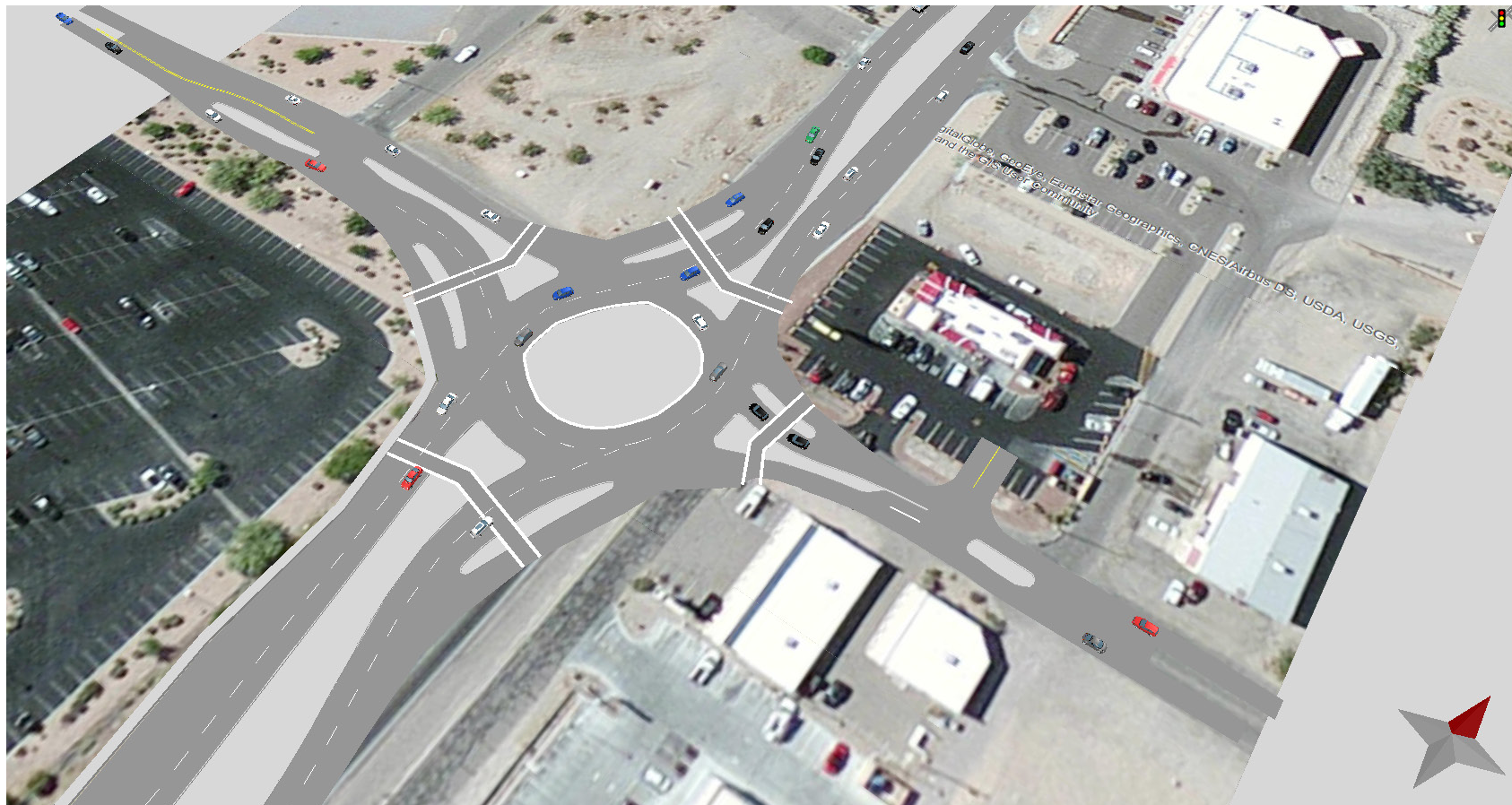


Fully Built-Out Signalized Intersection
(Using 2036 Volume Data)

	Delay (sec)	LOS
AM Peak	18.7	B
PM Peak	25.9	C



Roundabout Intersection



Roundabout Option

Using 2016 Volume Data

	Delay (sec)	LOS
AM Peak	3.4	A
PM Peak	4.5	A

Using 2036 Volume Data

	Delay (sec)	LOS
AM Peak	7.7	A
PM Peak	20.6	B